

FLOWER-POWER

MAGAZINE OF THE
TRIUMPH MAYFLOWER CLUB
ISSUE NO 12
SEPT. 1977
- - -

IN THIS ISSUE:-

NOTICE OF A.G.M.

RESIGNATION OF HON SEC.
AND SPARES SEC.

INDEX OF TECHNICAL ARTICLES
IN FLOWER-POWERS 1-11

REQUEST BY CLUB HISTORIAN.

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Chairman.....D.Goodyear, 22 Hayes Close, Newtown, Bristol
Acting Hon Sec...P.Hall, 75 Morley Road, Staple Hill, Bristol
Hon. Treasurer...E.Berry, 13 The Greenway, Fishponds, Bristol
Hon. Rally Sec...R.K.Varney, 32 Mackie Road, Filton, Bristol
Acting Spares Sec..D.Goodyear as above
Vice Chairman....T.Mills, 33 Woodside Road, Kingswood, Bristol
Member 1.....R.R.Bussell, 405a, Wandsworth, London SW8
Member 2.....M.Bath, 3 King Edward Road, Walthamstow, London E17
Archivist.....P.Buridge, Weeping Ash Farm, Yatton, Somerset
Editor.....R.B.Bussell, Pinnocks, New Road, Tadley, Basingstoke,
Hants.

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AGM 1977

This issue your friendly Editor is going to depart from the usual format of FLOWER-POWER. The reason for this, mainly, is that this is a rush issue to reach you well in advance of the 1977 Annual General Meeting. All this is complicated by the fact that our Hon.Sec., Eileen Mills, has asked to be relieved of her duties as of now, as also has Terry in respect of the job of Spares Sec. More of this later.

First of all, date and venue

This meeting will be held at the BELL INN, BELL HILL ROAD, ST. GEORGE, BRISTOL on Sunday 9th October 1977 at 2.30 pm. Members travelling from London area or anyone East of Chippenham leave M4 motorway at junction 18 head towards Bath on A46 until first traffic lights. Turn right on A420 to Bristol approx. 8 miles. The Bell is on the left hand side of the road. Members travelling on M5 from the Midlands, join M4 at Almondsbury towards London, leave at junction 19 to M32, head towards City then follow diagram as indicated.

The order of business will be:-

1. Apologies for absence
2. Minutes of AGM 1976
3. Chairman's address
4. Hon. Sec's report
5. Treasurer'S report
6. Rally Sec's report
7. Spares Sec's report
8. Election of officers and committee members
9. Changes to rules - subscription rates
10. Any other business

Regarding the election of officers and committee members, the following offer themselves for re-election:-

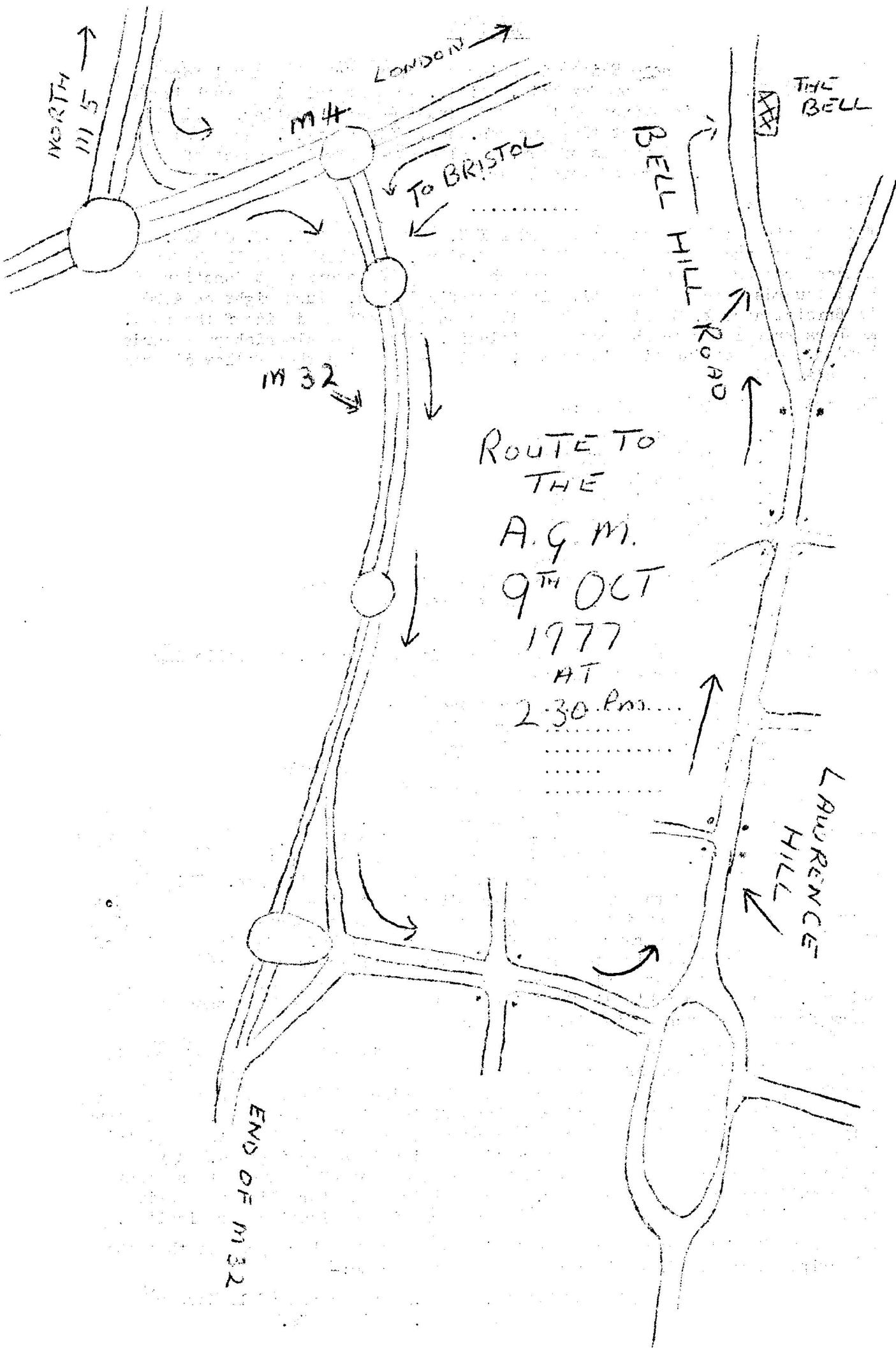
Chairman Derek Goodyear
Vice Chairman Terry Mills
Treasurer Ted Berry
Ordinary Members Robin Bussell and Malcolm Bath
Rally Sec Reg K. Varney

Note that jobs like Magazine Editor and Spares Sec. are appointments made by the Committee and hence do not come up for election by AGM. For the now vacant post of Spares Sec. Derek Goodyear has volunteered to step into the breach unless there is some keen volunteer bursting to take on the job. This is without doubt one of the key jobs of the Club if not the most essential. Not only does it require an intimate knowledge of Mayflower parts and alternatives but also the time to arrange despatch of orders rapidly, effective keeping of records and accounts, time to scour the country for sources of spares and so on. Anyone interested please contact Derek at 22 Hayes Close, Newtown, Bristol. One of Derek's difficulties is that he is not on the phone whereas Terry found that much of the business was so conducted.

For the job of Hon. Sec the Committee nominate Phil Hall, who many of you will know from his tireless efforts to raise funds by such means as the sale of embossed pens. What you may not know is that since the formation of the Club he has attended Committee meetings as unofficial minute secretary. He is thus very familiar with all aspects of the running of the Club. Nevertheless, this is an elected post by AGM and alternative nominations are invited. Any member who is prepared to be considered but does not know anyone to nominate him should contact Derek Goodyear. Indeed this is so for all the elective jobs as listed above, and in all cases alternative nominations are invited.

Under Item 9 of the above agenda outgoing Committee members propose that the subscription rates all be increased by 50p to become:-

Mayflower Owner £2.50 per annum (Full Member)
or £3.00 with wife.



Subscription Rates Continued...

Associate Member.....£2.50 with or without wife.

This modest increase will offset the increased cost of postage and paper in dealing with Club business and in providing the quarterly issues of Flower-Power.

It is appreciated that it is not usual to have an item for AOB at an AGM. We ask that if any member has any item which he wishes to raise at the AGM and which is not covered by an item already listed will he please write to P.J.Hall, Acting Hon Sec, 75 Morley Road, Staple Hill, Bristol BS16 4QY. If the matter is of real consequence the entire membership will be notified prior to AGM. This will also be done if additional nominations for Committee posts are received. If the matter is minor, we hope no-one will mind if we save the postage. Similarly non-contentious matters and suggestions will be accepted from the floor on the day but the Chairman must reserve the right to deny this privilege and suggest the calling of an Extraordinary General Meeting for the matter to be discussed.

All communications regarding nominations or items to be raised should be with Phil Hall by 9th October at the latest. Also by that date please let Phil know who will be coming to the AGM. Phil hopes to lay on afternoon tea for which we will have to make a charge as yet unknown, but you can rest assured it will not be unreasonable.

There is of course nothing to prevent you arriving well before 2.30 in order to bend the elbow a little. Unfortunately I do not know whether pub-grub is available on a Sunday at the time of writing.

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TAKE AN INTEREST IN YOUR CLUB

At the last AGM we could not start at the proper time because we did not have a quorum. THIS IS ONLY 15 MEMBERS. We had to wait until a latecomer and his wife just made up the numbers. So please come and shape the destiny of

THE TRIUMPH MAYFLOWER CLUB

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IMPORTANT IMPORTANT IMPORTANT.....

Please note that until further notice.....

Correspondence for Hon Sec should be sent to Phil Hall, 75 Morley Road, Staple Hill, Bristol BS16 4QY

Enquiries for Spares should be directed to Derek Goodyear, 22 Hayes Close, Newtown, Bristol.

Do not worry if you have outstanding correspondence with Eileen and Terry Mills as this will be passed on to the appropriate person by them.

DONT FORGET TO DROP A LINE TO PHIL SAYING HOW MANY WILL BE ACCOMPANYING YOU TO THE AGM....DO IT NOW!!!!

Eileen's Swansong being her last piece for Hon Sec's Corner.....

Once again welcome to new members:-

Well once again I've enjoyed receiving all your letters, and it was nice to meet some of you who called at our home; especially Frederik and Nicole from Belgium who travelled over to see us. We wish you well with your restoration and maybe you will come over in the Olde Flower.

Mr. & Mrs. K. William have had a 7-7-77 baby...congratulations, that should even up the weight of the Mayflower for travelling.

This will be the last time I shall be writing in Flower-Power as Hon Sec, I am stepping down as I find there are quite a few things that I have to catch up on, my car for one, the decorating and many others. Being Sec. of the Club is very time consuming and my family have been very patient over the last three years. Well, most of the time...

I shall miss your letters, but if we ever have the chance to pass through some of the lovely towns and villages that you live in, please may we knock on your door?

Eileen Mills

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Well there we are then. I shall miss your letters and notes, Eileen, which by their increasing volume towards the end of each quarter served to remind me that another issue of the mag was due. I am sure members will appreciate what an onerous job Hon Sec can be...never ending! We thank you for all the good work you have put in which got the Club away to such a good start and wish you all success in doing up your Flower, and all those other tasks.

It also falls to me to mark the sad resignation of Terry Mills from the job of Spares Sec for the same sort of reasons as his wife Eileen. This job is, if anything, even more onerous, members ringing up at all hours for essential bits and pieces. I was once Hon Sailing Sec of a sailing club in North Wales and know only too well that you can get so involved that both your job and home life run the severe risk of taking second place. This is the time to call a halt. You have done a grand job, Terry, and as you hand over a goodly stock and working system should feel justly proud of your achievement. We can only be grateful for your efforts, and trust that you will be re-elected to the Committee as Vice-Chairman so that we continue to have the benefit of your advice and keenness (to say nothing of your smiling face). Don't let Eileen work you too hard on all that redecorating!

Ed.

P.S. There is no spares list this issue as Terry is busy checking everything and passing it over to Derek. It also has to be valued for the AGM.

PAST TECHNICAL PIECES IN FLOWER-POWER

At long last an index of the main technical articles and notes which have appeared in the Mag from issue No.1. I have assumed that this is what interests members most so am not listing the various non-technical pieces which there have been from time to time. If members do want a complete listing let me know. I have not gone in for any high falutin' indexing as you will see, just a list of the items in each issue.

- | | |
|-------------------|---|
| No. 4 Sept. 1975 | Some alternative spares. |
| No. 5 Xmas 1975 | Spares..alternatives and wrinkles. |
| No. 6 March 1976 | Rust below petrol tank
Make your own Mayflower tools. Steering joint splitter and rear spring shackle pin remover. |
| No. 7 July 1976 | Door locks
Maintaining a Mayflower..reprint from 'Car Mechanics' |
| No. 9 Xmas 1976 | Mayflower colours
Rust in front wing
Rebuilding gearshift transverse shaft bushes.
The multi-meter and the car enthusiast
Extreme cure for stuck brake cylinders
Repairs to engine mounts
Wiring diagram for Mayflower
Alternative lower wishbone inner bushes |
| No.10 Spring 1977 | How to unstick a stuck Mayflower Cylinder head |
| No.II Summer 1977 | Using a DIY home welder
Some alternatives
Cylinder heads..a treatment if corroded
Blocked engine breather
Roof headlining removal
Alternative engine mounts
Lubrication chart (LHD or RHD- state which) |

Anyone wantind the odd reprint please send request and SAE to Derek Good-year. If demand is too great he may have to make a charge but I do not yet know how much.

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APOLOGY...I think I owe Mr.King Spooner an apology. In last issue I repeatedly referred to him as Geoff....Rob says his name is Griff....sorry!!

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Mayflower available

Mr.Smith of 18 Tongdean Rise, Brighton, Tel. Home 502104, work 735687, wishes to dispose of a spare Mayflower. It has been standing out for some time but is stated as 'possibly restorable'. No price given, he just asks if anyone is interested.

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Window Seals.

Peter Burdge asks if anyone knows of a suitable replacement for the metal-backed felt strips which were intended to prevent rain-water from getting into the doors. He has a pair of the originals but cannot help feeling that something with a rubber facing would do the job better. No garage he has visited seems to stock anything suitable; it seems that the method of attachment is the main problem. Anyone any ideas?

History of the Mayflower from the Club Historian, Peter Burdge.

I am hoping to produce a history of the "Mayflower" but for this to be of any value, I will need to do a lot more research, and would therefore like to be in possession of as much material on the car as possible. Please get in touch with me if you have anything which might be of help; this could consist of your memories of the car, "inside information" on the production and sale of the Mayflower and, of course, any leaflets or other publications. Before sending me any documents, let me know what you have; if it is something which I have not seen I would be glad of the opportunity to borrow same in order to take a photocopy and return it to you.

To avoid duplication of effort I list below the Club's archives, of which I find myself the custodian:-

- 1/"The Triumph Mayflower; Britains New Light Car" (Colour printed publicity leaflet of c1950)
- 2/ Price List 1950
- 3/"Autocar" Road Test No.1404 (April 14th. 1950)
- 4/"Standard Car Review" July 1951 (Photocopy of cover showing picture of Mayflower.)
- 5/"Sunday Mercury" March 14th. 1976- "Saved from the Scrapheap by Nos-talgia" (Article which mentions the Mayflower)
- 6/"Western Daily Press" April 17th. 1976- "The Mayflower set on the Road to Survival" (Article on the Triumph Mayflower Club)
- 7/"Austin Magazine" 1956-"Land of their Fathers" (Photocopy of article on the Pilgrim Fathers).

As you will see, this collection is not vast. I am able to supplement it with the following items from my own accumulation of papers:-

- 1/"Autocar" Road Test No. 1404 (April 14th 1950) Publicity reprint of original (photocopy)
- 2/"The Triumph Mayflower-Provisional Spare Parts List" 1950 (photocopy)
- 3/"Motor" Road Test No. 15/50 (photocopy)
- 4/"British Motor Cars" 1952 (Relevant pages of this book on the models available in 1952- photocopy)
- 5/"Triumph Mayflower Saloon- Instruction Book " 2nd Edition 1953
- 6/"Triumph Mayflower-Service Instruction Manual" 1st Issue
- 7/"Triumph Mayflower- Body and Underframe Repairs and Adjustments" (Supplement to manual- photocopy)
- 8/"The Standard Car 1903-1963" by J.R.Davy. 1st Edition 1967
- 9/"50 Years On" Supplement to "Motor" 5th. May 1973
- 10/The Vintage Triumph" magazine, January 1975 to date.

One source as yet untapped is the "Standard - Triumph Review". It seems that although British Leyland do not possess a set (well done B.L., Ed) Mr.Davy does.

In case any member has not yet encountered Mr. Davy's book above, No.8) it is (as far as I know) the only book concerned solely with Standard and Triumph cars. Within its 140 pages the author covers in a style both concise and readable the entire range produced by the Standard factory over a period of 60 years. The post-war Standard-Triumphs (including of course the "Mayflower") are not neglected, and the revelations of the policies behind the production of many of these cars is most interesting. There are over 100 black-and-white photographs of very good quality, selected from the factory's own archives.

After so glowing a recommendation, it may surprise you to learn that this book is still obtainable from the author for a mere £1.50 which includes postage and packing. You should send your remittance to Mr.Davy (who will autograph copies if requested) at the following address:-

Popehill Cottage, Draycote, RUGBY, CV23 9RB.

Perhaps you would mention, when ordering your copy, that you belong to the Triumph Mayflower Club.

Mr . Davy has already been of considerable help in my researches as he is in touch with many of those who were at Standard-Triumph in the 1940s and 50s. It seems that the Mayflower was designed by Harry Webster (whom I intend to try and track down). One snippet which I suppose I should have saved for the "history" but which seems too good not to pass on at this stage was supplied by Mr.Davy, from whom I quote;:-

"At the unveiling the design was received with mixed feelings and Jack Barclay (of Rolls Royce/Bentley) on seeing the Mayflower displayed at the Show is reputed to have said 'Ah! Coachwork by Huntley and Palmers, I see. '"

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STOLEN CAR NOT A MAYFLOWER a bit more by Peter Burdge.

In the last but one edition of "Flower-Power", under the heading "Is your Mayflower Safely Locked Up?", mention was made of the theft in Bristol of a Mayflower bearing the registration LRL 36. I am now able to confirm that this car is not a Mayflower but a Razoredge 2000 of about 1949, because I now own the car (quite legally, I hasten to add, having bought it after the police retrieved it). It is very decayed and the radiator and grille were removed by the thieves. The interior has been very damp and consequently sports a fine display of moulds. There was even a fungus (of the genus Psathyrella) growing on the back seat.

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PEDAL GROMMETS (and the same to you,Ed.) yet more from Peter.

When preparing to fit my new Mayflower carpets (which is another story deleted for the time being, Ed.) I thought I would renew the grommets which provide a seal between the shaft of the clutch and brake pedals and the floor through which they pass. As might be expected, after nearly 25 years use the main part of each grommet had disintegrated, leaving only the inner collar (with its wire clip).

A diligent search of many garages failed to produce anything at all suitable to act as a replacement; it seems that few cars have pedals like the 'Flower-the majority have suspended pedals. Eventually I contacted A.T. Johnson (of Paradise Road, Downham Market, Norfolk PE38 9DL). They were able to supply me with new grommets at 50p each, plus p & p and VAT. The Part No. is 101333. They have none of the metal sealing plates or small wire clips but the ones on your old grommets will be all right for re-use.

My happiness at receiving these grommets was however short-lived, for when I considered how to fit them it appeared that it would be impossible! They would not stretch enough to go over the pedals, even with the pedal-rubbers removed, and similarly the large cylindrical bearings welded on the other ends below the floor were also too big. It may be that I have missed some simple and obvious solution to this problem and, if so, I should be grateful if someone who knows the answer would tell me.

What I did eventually was to slit the grommets so that they would fit around the pedal shafts. I then repaired the slits using the famous Loctite "Super-Glue". It was then comparatively easy to slide each grommet to its position on the shaft, put the wire clip around the inside collar, and the metal sealing plate around the rim.

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MAYFLOWERIANA (?)

Malcolm Bath writes that he has so far collected the following items concerned with the "Mayflower":-

Mayflower model 20 inches high. Mayflower embossed china mug

Mayflower copper etching, framed Mayflower 600 piece jig-saw

Mayflower stainless steel etching, framed, and of course one car!
He asks if anyone has found other 'Flower items? 7

BITS AND PIECES being a few oddments that I have been asked to include:-

Frank Lane, of 7, Grosvenor Terrace, Wantage, Oxon, enquires whether any member knows of a source of white registration numbers or number plates complete (white on black). He says he cannot desecrate his 'Flower with modern black on yellow or black on white. I assume Frank means the nice solid white plastic letters and numbers. As a temporary measure my local motor accessory stockist has white plastic (thin, like stiff paper) ones which are self adhesive. They take well on a newly painted number plate or even better on the appropriate shape piece of black self adhesive plastic which you stick on a grotty metal number plate to avoid painting. Prices are very reasonable, the numbers being something like 5p each, and they seem able to stand up to the weather quite adequately for a year or so. Still, if you know a source of proper ones please write to Frank.

-- Q --

Eileen suggests that some members might find the names and addresses of some of the other clubs useful. Here are some.....Hon Secs that is...

Razor Edge Owners Club. Stewart Langton, 25 Mawbys Lane, Appleby Magna, Burton-on-Trent, Staffs.

Triumph Roadster Club Bob Fitsall, II The Park, Carshalton Surrey.

Triumph Sports Car Club D.Lane, 17 Montrose Park, Brislington, Bristol.

Pre-1940 Triumph Owners Club Chris Watson, 8 Fairview St., Cheltenham.

T.R.Register Alan Robinson, 38 Hithermoor Road, Stanwell Moor, Staines, Middx.

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Adverts of cars and spares, manuals for sale etc..... Note that these are included as a service in the hope that they will help members. Many of the ones offering stuff for sale do not originate from Club members but whether they do or not we are not in a position to check any of them out for veracity or reasonableness of price even when one is given. All we can do is print the essential features of what we are told. Respondents are thus 'on their own' and should check on things like price wanted, condition etc. before embarking on long journeys.

TREASURE HUNT SEPT. 4TH

This proved to be great fun but as usual the turnout was disappointing. We managed to muster 4 cars of which 2 were 'Flowers. These were those of Peter Burdge and (who else), Frank Lane. Peter had as crew Phil Hall, Derek Goodyear and Ted Berry whereas Frank was crewed by his wife. The other cars were Reg Varney crewed by Terry Mills and new members Mr. & Mrs Goodwin and their two boys. With such small numbers there seemed no point in being too formal about it all and as might be expected the car consisting of half the Committee won the solitary prize. This I presented to Peter Burdge as owner of the vehicle, although he wasn't driving it and I'm not sure who was acting i/c of the crew. We saw no sign of the local group of the TR Register who had also been invited to join in.

R B Bussell

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TRIUMPH MAYFLOWER CLUB

STATEMENT OF ACCOUNTS FROM 1.9.76 to 31.8.77

DEBITS

Balance in Bank 1.9.76	£12.47
Postage & Carriage	£339.73
Purchase of Spares	£1296.51
Purchase of Pens	£21.00
Stationery. Printing. Etc.,	£76.69
Advertising	£4.34
Expenses A.G.M. 1976	£13.00
Club Business expenses	£10.00
Jubilee Procession Expenses	£7.10
Rally 1977	£87.64
Returns for Workshop Manuals	£18.70
Rally 1976. (1 omitted on 1976 Statement)	£108.51
	<hr/>
	£1,995.69

CREDITS

Sale of Spares	£1,369.01
Sale of Pens	£30.60
Subscriptions	£181.43
Sale of Car Badges	£116.70
Rally Fees 1977	£33.00
Sale U/shop Manuals	£24.50
Gifts	£11.40
Balance in Bank 31.8.77	£229.05
	<hr/>
	£1,995.69

The Bank Balance in No.2. Account is £534.00 to. 31.8.77 Cylinder-Head Orders.
The above Statement is purely the Bank Accounts. Total value of Spares on Hand. £632.75p

I certify the above, accurately represents the Cash Position of the
Triumph Mayflower Club according to books, statements and receipts
on hand.

T. Bay

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